1716

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1717

Cross Section II 906+19.0 90°0' Rt. for Grade Flood Crossing. Dutch Flat Road

May 24, 1911.

		Lt					C	Rt				
II 906+19.0	90°0' Rt.	6.0 / 60.0	2.7 / 90.0	1.16 / 233	4.26 / 300	1.45 / 10.0	21.0	2.26 / 5.0	2.15 / 10.0	1.07 / 17.5	1.62 / 20.0	1.80 / 28.6	1.17 / 30.0
		4.33 / 34.0	4.8 / 400	4.2 / 302	4.5 / 300	5.0 / 10.0		.97 / 35.0	6.0 / 45.6	5.4 / 65.3	4.4 / 71.0	3.0 Wid. / 72.0	1.6 / 75.0
								-.93 / 80.0	-4.9 / 85.0	-5.5 / 90.0	-8.5 / 100.0	-5.9 / 110.0	-5.0 / 115.0
								-8.0 / 120.0	-7.8 / 125.0	-7.7 / 130.0	-6.9 / 135.0	-5.1 / 140.0	-4.6 / 145.0
								-3.9 / 150.0	-.91 / 155.0	5.0 Wid. / 175	4.1 / 182.0	6.5 / 200.0	5.4 / 205.0
								9.3 / 240.0	6.5 / 259.0	5.5 / 300.0	5.3 / 400.0	5.4 / 500.0	

See Final Cross Section Book for cross section of II 906

1718

Cross Section II906+19°, 82° 24' Lt. Center line of Ditch Flat Road
May 22, 1911

	Lt							C	Rt					
II906+19° Δ	49 / 200°	49 / 700°	70 / 65°	96 / 30°	117 / 25°	126 / 20°	47 / 75°	21.0	22.6 / 5.0	21.4 / 10.0	18.6 / 15.0	16.8 / 20.0	13.0 / 29.0	11.7 / 30.0
				8.0 / 400°	4.5 / 300°				9.6 / 35.0	6.0 / 45.0	5.2 / 65.0	4.8 / 205	3.0 WS / 72.0	10.7 / 760
82° 24' Lt.									-3.3 / 80.0	-4.9 / 85.0	-5.1 / 90.0	-7.5 / 95.0	-8.3 / 100.0	-8.2 / 110.0
									-7.9 / 120.0	-7.5 / 1265.0	-7.8 / 130.0	-6.6 / 1350	-5.1 / 1400	-3.2 / 1485
									-3.1 / 1500	+0.8 / 165.0	3.0 WS / 1575	4.4 / 760	5.0 / 300.0	5.0 / 300.0
									5.1 / 1700.0	5.0 / 300.0				

1719

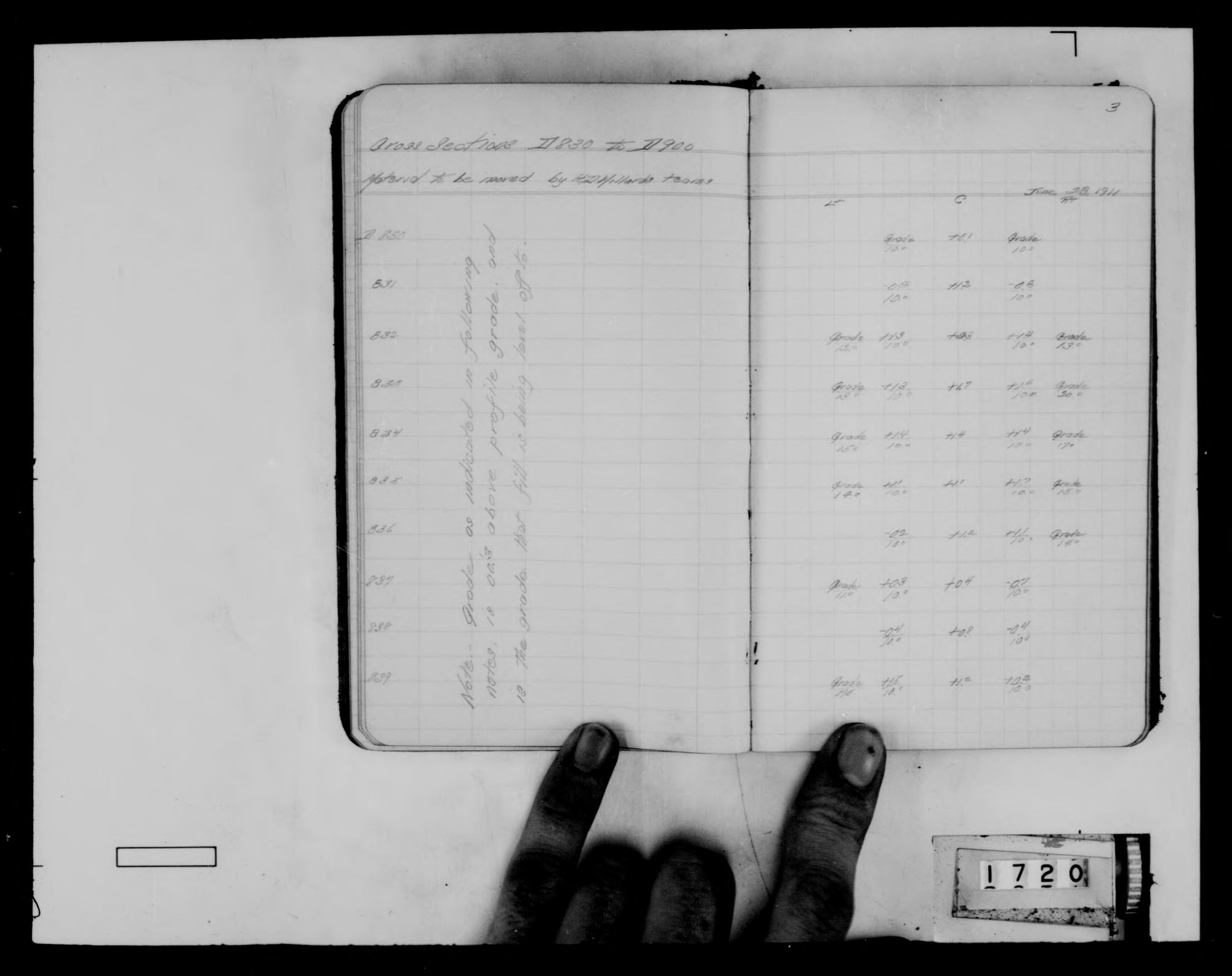
Cross Sections D 830 to D 900

Material to be moved by 420 Fillmore teams

June 28, 1911

	Lt		C		
D 830		Grade 10.0	+0.1	Grade 10.0	
831		-0.9 10.0	+1.2	-0.6 10.0	
832	Grade 12.0	+1.3 10.0	+0.8	+1.4 10.0	Grade 13.0
833	Grade 13.0	+1.2 10.0	+1.7	+1.6 10.0	Grade 20.0
834	Grade 15.0	+1.4 10.0	+1.4	+1.4 10.0	Grade 17.0
835	Grade 14.0	+1.1 10.0	+1.1	+1.2 10.0	Grade 15.0
836		-0.2 10.0	+1.2	+1.1 10.0	Grade 14.0
837	Grade 11.0	+0.3 10.0	+0.4	-0.7 10.0	
838		-0.4 10.0	+0.8	-0.4 10.0	
839	Grade 11.5	+1.5 10.0	+1.0	+0.2 10.0	

Note:- Grades as indicated in following notes. 1:8 or 3 above profile grade, and 1:3 the grade that fill is being level off to.



Cross Sections 11830 to 11900

4

July 16, 1941

	L	C		
11840		+0.8 10.0	+1.4	-0.5 13.0
841	Grade 16.5	+0.7 10.0	+1.0	-0.2 10.0
842		Grade 10.0	+1.0	+1.2 16.0 Grade 16.0
843		Grade 10.0	+0.3	+0.4 10.0 Grade 13.0
844		Grade 10.0	+0.8	+1.3 10.0 Grade 14.0
845	Grade 13.0	+0.6 10.0	+0.9	+1.0 10.0 Grade 12.0
846	Grade 11.5	+0.7 10.0	+1.0	+1.0 10.0 Grade 13.0
847	Grade 18.0	+0.4 10.0	+0.0	+1.0 10.0 Grade 12.0
848	-0.2 10.0	Grade 9.0	+0.8	Grade 5.0 -1.0 10.0
849	Grade 13.0	+0.2 10.0	+0.3	+0.7 11.0 Grade 12.0
850	Grade 11.0	+0.9 10.0	+0.8	+1.3 10.0 Grade 14.0

1721

Cross Sections W 830 to W 900

Pages 5 To 6 Used In
Final Estimate No. 154.

July 16, 1911

	L		C		
W 851	Grade 11.0	+0.4 10.0	+0.2	Grade 10.0	
852	Grade 11.0	+0.3 10.0	+0.2	-0.6 10.0	1.0 10.0
853	Grade 11.0	+0.8 10.0	+0.6	+0.4 10.0	Grade 11.0
854	Grade 11.0	+0.8 10.0	+0.9	+0.2 10.0	Grade 11.0
855	Grade 12.0	+0.6 10.0	+1.2	+1.2 10.0	Grade 10.0
856	-3.0 16.0	-1.6 10.0	+0.8	+0.1 10.0	
857	-3.2 16.4	-3.6 10.0	Grade 7.0	+0.2	Grade 7.0 -1.0 10.0 -2.0 14.0
858	23.5	23.3		21.8	18.2
		Grade 10.0	+0.2	Grade 3.0 -1.7 10.0	-4.2 19.6
859	18.5 -5.0 30.0	22.2 -1.8 10.0	22.8 -0.7	22.4 -1.1 10.0	11.2 -10.5 95.0
860	14.5 -9.0 38.0	21.5 -9.0 70.5	21.5 -9.0	22.5 -1.0 10.0	14.1 -9.0 28.7

1722

Cross Sections D 850 to D 900

July 16, 1911

		L	C				R	
						24.7	23.5	
		19.5	19.5	20.6	23.5			
D 861	23.5	-4.0 / 18.0	-4.0 / 10.0	-2.9	Grade 4.0	+0.8 / 10.0	Grade 13.0	
		12.5	20.8	32.2	22.1	22.5		
862	23.5	-11.0 / 23.0	-9.7 / 10.0	+1.2	-9.8 / 10.0	-1.0 / 12.0		
			23.6	24.1	23.5			
863	23.4		+0.8 / 10.0	+0.7	+0.1 / 10.0			
864		-1.0 / 12.0	-0.4 / 10.0	Grade	+0.9 / 10.0	Grade 18.0		
865		-7.8 / 19.6	-3.0 / 10.0	+0.1	+1.0 / 10.0	Grade 13.0		
866			Grade 12.0	+0.3	Grade 18.0			
867		-3.0 / 12.0	-1.4 / 10.0	1.0	-1.0 / 10.0	-3.0 / 14.0		
868		-1.5 / 13.0	-1.0 / 10.0	Grade 3.0	+0.2	Grade 15.0		
869		-3.0 / 14.0	-1.2 / 10.0	Grade 5.0	+0.4	+0.1 / 10.0		
870			Grade 10.0	+0.3	Grade 10.0			

1723

Cross Sections II 830 to II 900

July 25, 1911

	Lt		℄		Rt	
II 871	Grade 14.0	+0.6 10.0	+1.7	+0.5 10.0	Grade 13.0	
872	Grade 13.0	+0.6 10.0	+1.0	+0.5 10.0	Grade 13.0	
873	Grade 12.0	+0.7 10.0	+0.5	+0.4 10.0	Grade 12.0	
874	Grade 12.0	+0.8 10.0	+1.0	+0.3 10.0	Grade 11.0	
875		Grade 10.0	+0.7	Grade 10.0		
876		Grade 10.0	+0.8	Grade 10.0		
877		Grade 10.0	+0.5	+0.6 10.0	Grade 12.0	
878		Grade 10.0	+0.4	+0.4 10.0	Grade 11.0	
879		grade 10.0	+0.5	Grade 10.0		
880	-0.6 11.0	-0.8 10.0	+0.3	-0.2 10.0	10 12.0	

Cross Sections II 820 to II 900

July 16, 1911

	Lt.		C		Rt.	
II 881	Grade 13°	+0.8 10°	+1.0	-0.4 10.0	1° 13°	
882		Grade 13°	+0.1	Grade 9°	-0.3 10°	
883		-0.5 10°	Grade 9°	+0.6	+0.6 10.0	Grade 11°
884	-2.0 12°	-1.5 10°	Grade 9°	+0.6	+0.5 10°	Grade 12°
885		-1.0 12°	-0.6 10°	-0.6	Grade 9°	+0.2 10°
886			Grade 10°	+0.1	-0.8 10°	1° 12°
887		7.0 13°	-5° 10°	Grade 8.0°	+0.7	Grade 10°
888			Grade 13°	+0.6 10°	+0.9	+0.6 10° Grade 13°
889			Grade 13°	+0.6 10°	+1.3	+0.7 10° Grade 15°
890		-1.2 12°	-0.4 10.0	Grade 8.0°	+0.7	+0.3 10.0 Grade 16°

1725

Cross Sections 11830 to 11900

9

July 14, 1911.

	℄		℄		℄
11891	Grade 13.0	1.3 / 10.0	+2.3	+1.6 / 10.0	Grade 14.0
892	Grade 13.0	+1.1 / 10.0	+2.4	Grade 13.0	
893	-1.0 / 10.0	Grade 9.0	+1.1	+1.0 / 10.0	Grade 30.0
894	Grade 11.0	+0.6 / 10.0	+0.4	Grade 10.0	
895	Grade 11.0	+0.5 / 10.0	+0.5	Grade 9.0	-0.8 / 10.0 -1.0 / 12.0
896	Grade 13.0	+0.2 / 10.0	+1.4	Grade 9.0	-1.2 / 10.0 -3.0 / 16.0
897	Grade 17.0	+0.3 / 10.0	+0.5	Grade 8.0	-1.0 / 10.0 -1.5 / 13.0
898	-1.0 / 13.0	-0.6 / 10.0	Grade 8.0	+0.9	+0.5 / 10.0 Grade 15.0
899	Grade 12.0	+0.3 / 10.0	+0.2	+0.2 / 10.0	Grade 11.0
900	-1.0 / 12.0	-0.5 / 10.0	Grade 9.0	+0.9	+0.3 / 10.0 Grade 12.0

Read.

1726

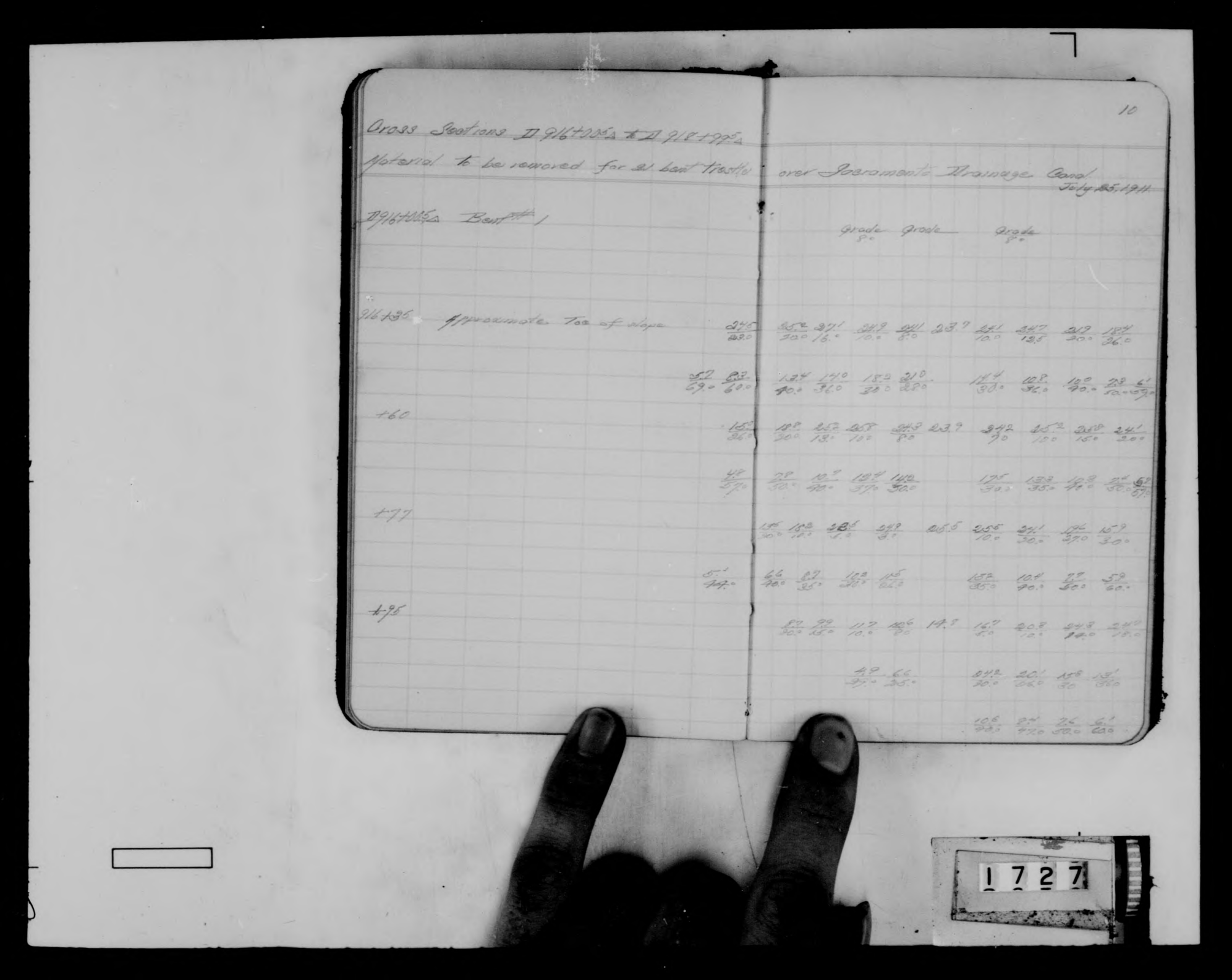
Cross Sections D 916+00 △ to D 918+95 △

Material to be removed for 21 foot trestle over Sacramento Drainage Canal

July 25, 1911

D 916+00 △ Bent #1

						Grade 8°		Grade		Grade 8°		
916+35 Approximate Toe of slope	2.7.5 / 22.0	25.2 / 30°	27.1 / 16.°	24.9 / 10.°	04.1 / 8.0	23.9	24.1 / 10.0	24.7 / 13.5	21.9 / 20.°	18.4 / 26.°		
	5.2 / 69.°	8.3 / 60.°	12.4 / 40.°	14.0 / 36.0	18.0 / 30.°	21.0 / 25.0		16.4 / 30.°	10.8 / 36.°	12.° / 40.°	2.8 / 50.°	6.1 / 59.°
+60												
	15.° / 36.°	18.2 / 30.°	25.7 / 13.°	26.8 / 10.°	24.9 / 8.°	23.9	24.2 / 9.0	25.2 / 10.0	26.8 / 15.°	24.1 / 20.°		
	4.8 / 57.°	2.8 / 30.°	10.7 / 40.°	13.4 / 37.°	11.2 / 30.°		17.5 / 30.°	13.3 / 35.°	14.9 / 40.°	2.4 / 50.°	6.2 / 67.°	
+77		1.4 / 30.°	1.2 / 11.°	2.8 / 5.4	0.4.2 / 3.°	06.6	25.5 / 10.°	24.1 / 30.°	14.6 / 37.0	10.9 / 30.°		
	5.1 / 47.°	6.6 / 30.°	8.7 / 35.°	10.2 / 30.°	10.5 / 22.0		13.2 / 35.°	10.4 / 40.°	7.7 / 30.°	5.8 / 60.°		
+95		8.7 / 30.°	9.9 / 35.°	11.7 / 10.°	11.6 / 8.°	14.8	16.7 / 5.°	20.8 / 12.°	24.8 / 14.°	24.° / 18.°		
			4.9 / 47.°	6.6 / 35.°			04.2 / 30.°	20.1 / 06.°	15.8 / 30.°	13.1 / 30.°		
							10.6 / 30.°	8.4 / 47.°	2.5 / 30.°	6.1 / 60.°		



Cross Sections II 916+00 to II 918+99

July 25, 1941

Lt. | ℄ | Rt.

Fr 917+16

53 115 | 57 10.0 | 61 9.0 | 85 2.0 | 92 | 106 8.0 | 121 10.0 | 132 20.0 | 140 30.0

193 40.0 | 96 46.0 | 80 50.0 | 65 59.0

+30

Original Cross Section

918+00

Original Cross Section

+16

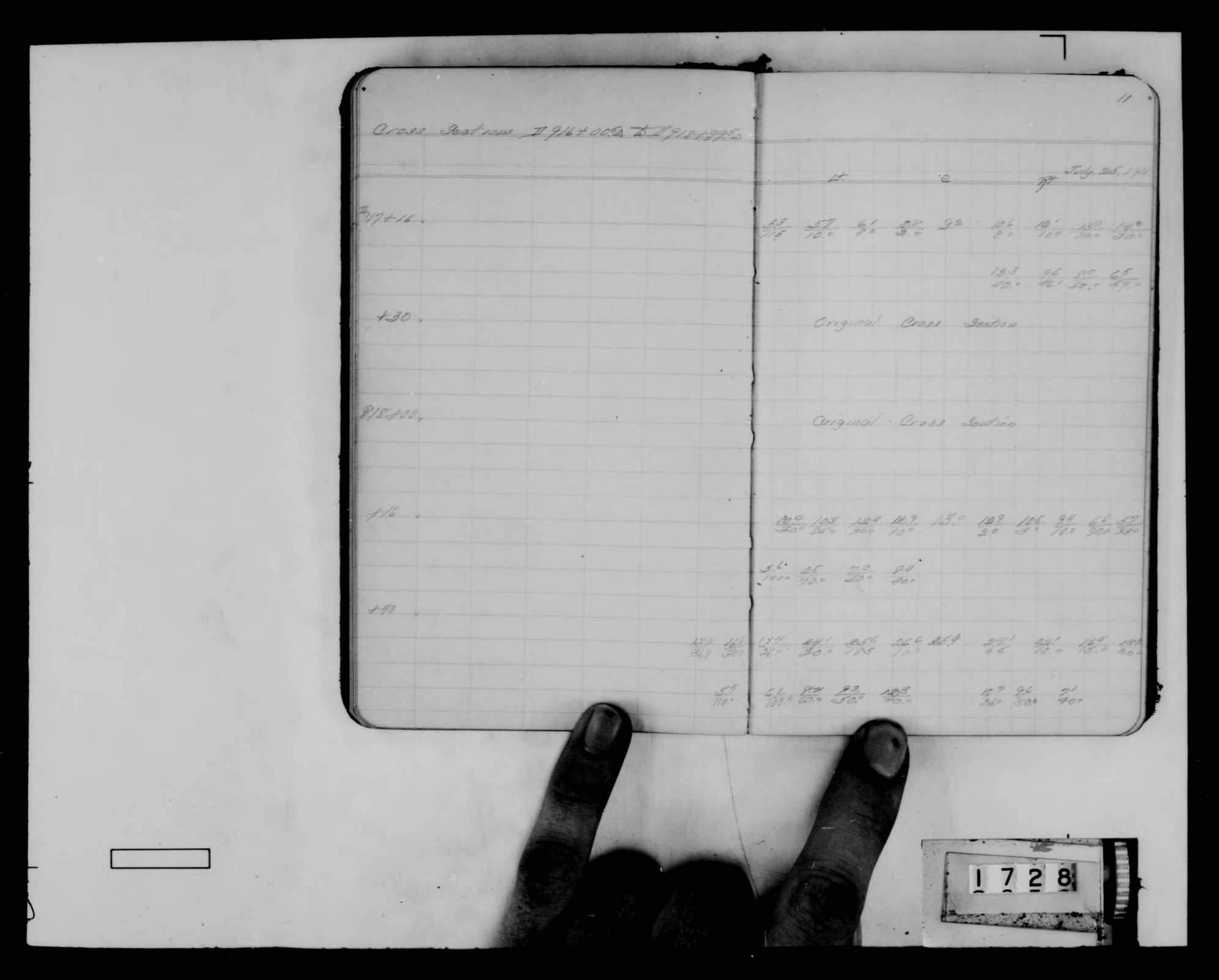
80 30.0 | 103 26.0 | 123 30.0 | 112 10.0 | 137 | 123 2.0 | 105 9.0 | 94 19.0 | 66 30.0 | 57 36.0

56 100.0 | 65 90.0 | 70 80.0 | 88 40.0

+40

130 36.0 | 165 30.0 | 184 36.0 | 144 30.0 | 156 115 | 266 10.0 | 264 | 241 6.0 | 221 10.0 | 162 15.0 | 188 30.0

59 110.0 | 64 100.0 | 87 80.0 | 88 50.0 | 183 40.0 | 107 36.0 | 96 50.0 | 71 40.0



Cross Section N 916+00 ± to N 918+92 ±

		Lt.					Rt.			
						July 25, 1911				
N 918+65	Approximate toe of slope	163 / 50°	192 / 26°	233 / 30°	233 / 45°	96 / 10°	234 / 6°	23'	232 / 10°	240 / 11°	210 / 16°	164 / 20°
		43 / 110°	6° / 60°	10° / 190°	163 / 57°		163 / 35°	18' / 38°	107 / 30°	68 / 40°	50 / 47°
N 914+95 ±	Base of fill			Grade 5°		Grade 6°			Grade 5°			

P.O.D.

1729

Cross Sections on "S" line & spur

"S" 1172+16' to "S" 1173+50

13

Nov. 17. 1911

Lt. C. Rt.

"S" 1173+16.4 SC

1173+76.4 CC

1173

"S" 1173+50

Elevations from Sea Level B.M. Station

Cross Section Taken at right angles to center line.

N.S. Sea River B.M.

1730

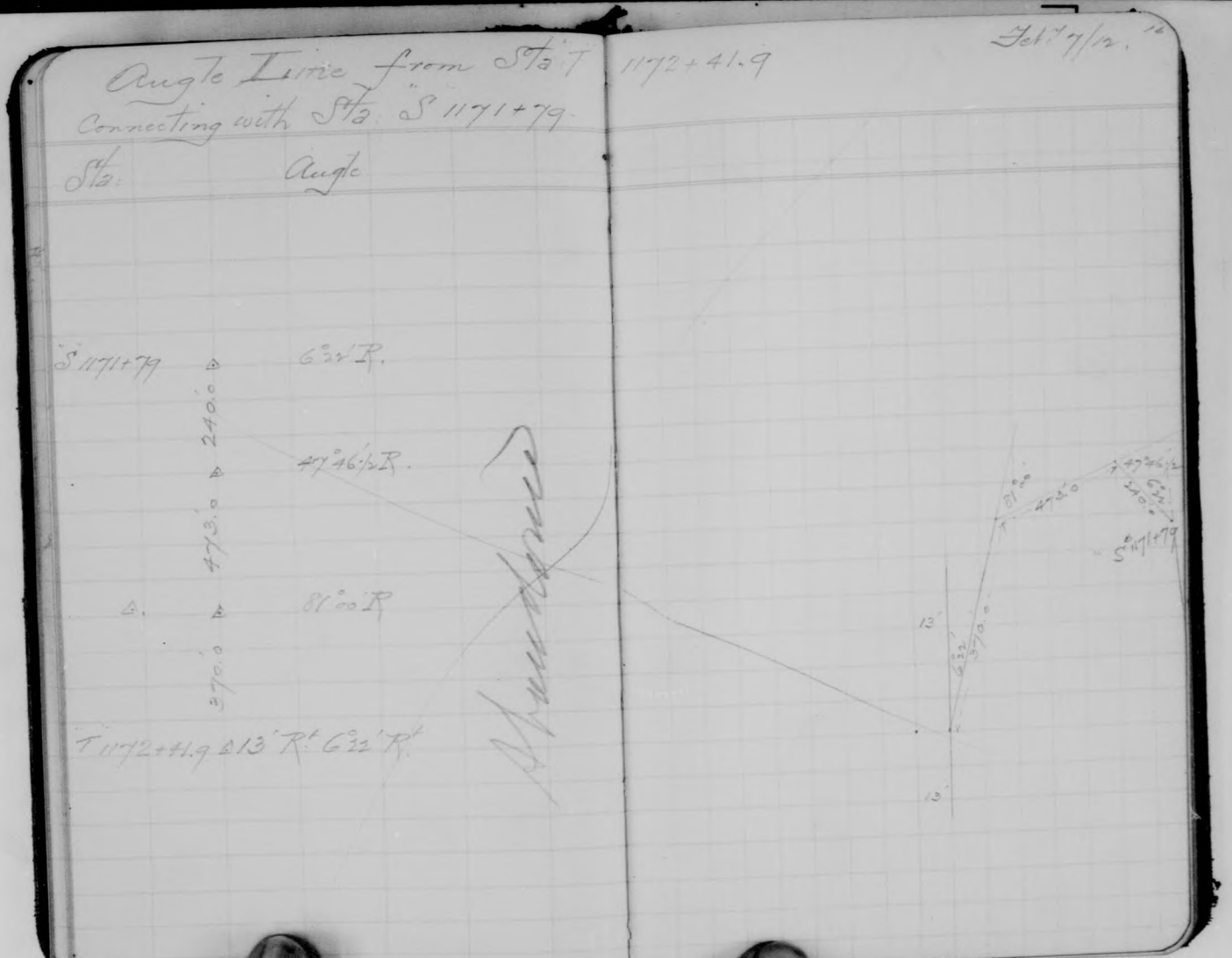
S 1171+50	7° 60°	7 5/8° 39° Fence	10 3/8° 30°	14 3/8° 20°	18 1/4° 10°	20 1/2° 0.0	19° 10°	18° 25°	17 1/2° 47° Edge of Dirt Road	17 1/2° 61° Edge of Dirt Road	17 1/2° 67°	13° 84°	11 3/8° 94°	5° 98°
												5° 100°	1 5/8° 105°	W.S. Sac River 7:30 a.m. Nov. 18, 1911.
S 1172+00	8 1/2° 60°	8 1/4° 41° Fence	13 1/4° 20°	17 1/2° 18°	17 3/8° 10°	19 1/4° 0.0	19 1/4° 10°	17 3/8° 45° Edge of Dirt Road	17 1/2° 64° Edge of Dirt Road	17 1/4° 70°	14° 75°	9 1/2° 100°	1 5/8° 106°	W.S. Sac River 7:30 a.m. Nov. 18, 1911.

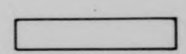
1731

Oct 7/12.

Angle Line from Sta T 1172+41.9
Connecting with Sta. S 1171+79.

Sta.	Angle
S 1171+79	6°32' R.
	47°46½ R.
	81°00 R
T 1172+41.9	13' Rt 6°32' Rt





Job 8+9/12 '17

"Y" Line Walnut Grove.
"L" Line

FINAL

Sta.	Deflec.
4	Δ 23°14.5
+50	19°29.5
3	15°44.5
+50	11°59.5
2	8°14.5
+50	4°29.5
1	0°44.5

T.C. 12° 45' 1.5°

0+90.1 BC 5° Rt

"Y" 0+31.07 Δ
T 1171+97 Δ 13° Rt 6'22" Rt

0+00
T 1171+65.9

P.C. Spl. Cur.:
1171+39.9 F.P.
1170+49.2
Track Turns in to Rt

"Y" Line
"L" Line

Sta	Defl'n
9	60°44.5
1+50	56°59.5
8	53°14.5
1+50	49°29.5
7	45°44.5
1+50	41°59.5
6	38°14.5
1+50	34°29.5
5	30°44.5
4+50	26°59.5

1734

"L" Line

S/2

"L" 11+71 (+22.2) = 10+38.7 } P.C. of Switch

10+39.4 P.T. or 9+65.7 F.P.

10+07.63 Δ 6°22' Rt.

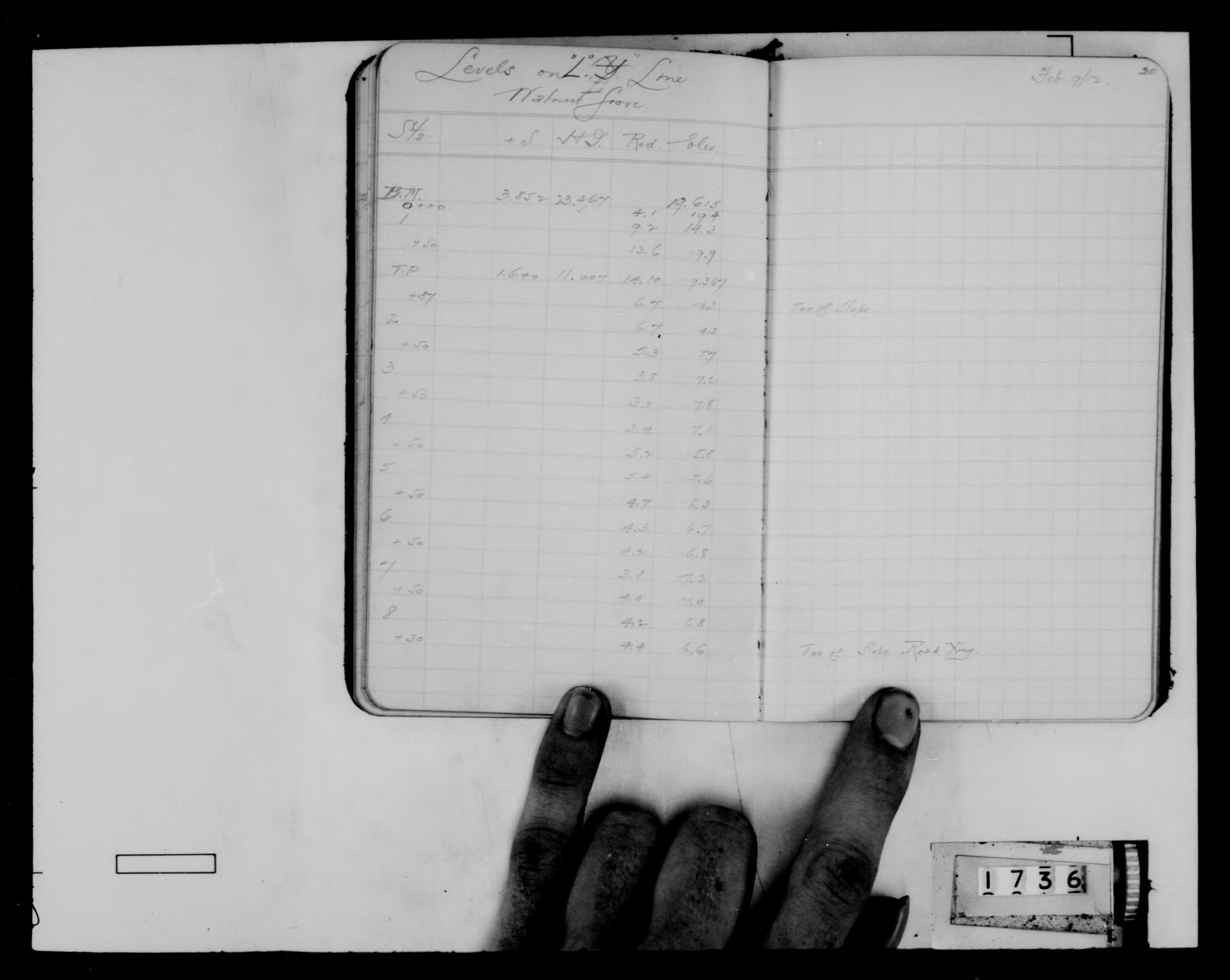
9+48.6 E.C. 6°22' Rt.

1735

Levels on "L" Line
Walnut Grove.

Feb 9/12. 20

Sta:	+S	H.I.	Rod.	Elev.	
B.M.	3.852	23.467		19.615	
0+00			4.1	19.4	
1			9.2	14.3	
+50			13.6	17.9	
T.P	1.640	11.007	14.10	9.367	
+87			6.7	4.3	Toe of Slope.
2			6.7	4.3	
+50			5.3	5.7	
3			3.8	7.2	
+50			3.2	7.8	
4			3.9	7.1	
+50			5.2	5.8	
5			5.4	5.6	
+50			4.7	6.3	
6			4.3	6.7	
+50			4.2	6.8	
7			3.1	7.2	
+50			4.0	11.0	
8			4.2	6.8	
+30			4.4	6.6	Toe of Slope Road Xing.



Levels on "D" Line
Walnut Grove.

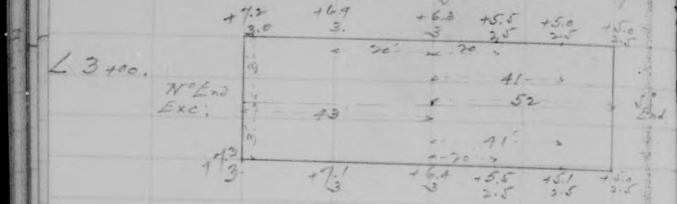
Sta.	+ S	H.I.	Rod	Elev.	
B.M.	6.171	25.786		19.615	
8+50			6.5	19.3	
+53			4.6	21.2	Crest of Roadway
+78			4.2	21.6	
9			6.7	19.1	
9+48.6 EC.			4.9	20.9	
10			4.6	21.2	
10+07.63 ⌀ 6" to Rt					
10+38.7			4.7	21.1	P.I. of Switch
S 11+71+21.5					actual P.I. Sta. 10+39.9 S 11+71+21.5

1737

Pages 22 To Used In
Final Estimate No. 173 - 174

Pipe & Ditch at L. Sta 3+00

Sta. Notes used in Final Estimate
Excavation for 24" C.I. Pipe



Grade for Bottom Pipe
North end El. 0.00
South end El. 0.75

Exc. for Ditch.

+1.4 1.9	+1.4	+1.4 1.9
+2.8 2.9	+3.0	+3.0 3.0
+4.2 3.9	+4.3	+4.4 3.9
+5.5 4.9	+5.6	+5.7 5.0
+6.0 5.5	+6.0	6.1 5.5

FMH 6-3-12

0+88 Opp.
1+50 Opp.
2 Opp.
2+50 Opp.
2+61 Opp.

Exc. for Ditch.

FMH 6-13-12

1738

Pages 23 To 25 Used In Final Estimate No. 172.

Note

These X section notes refer to a grade line joining the intersections of L. line with T. line and S line. Later another grade line was adopted and its elevations are shown under grade elev. column. See pages 23 to 25. When the X sections of this line were plotted the elevation of the ground was obtained from these cross section notes and former grade line.

L Line
Frye

X Sections

Jd 20-23/14
23

Sta:	Grade Elev:		20' RB. L	C	R	C. Yds.
						X add for filling Ditch 2'x2.5x220'= 40.9
0+00.			0.0 10.	0.0	0.0 10.	
0+31.			0.0 3.0	-1.9	-8.5 10. / -17.1 31.	-18.6 37.9
1.	21.476		0.0 10.0	-7.1	-12.2 10. / -18.7 22.	-18.8 38.2
1+50	20.476		0.0 21.0	-6.5 10.	-11.5	-17.0 10. / -17.7 36.6
2	19.476		-9.0 23.5	-5.0 10.	-17.0 7. / -17.2	-17.0 10. / -16.2 33.2
2+50	18.476	2.00	-16.2 34.3	-16.1 10.	-15.9	-15.8 10. / -14.8 32.2
3	17.476		-15.4 33.1	-14.9 10.	-14.2	-14.2 10. / -13.5 30.2
+73.5 V.C.						
3+50	16.54		-14.5 31.8	-13.8 10.	-13.7	-13.5 10. / -13.2 29.8
+73.5						
4	15.92		-15.2 32.8	-14.7 10.	-14.4	-14.0 10. / -14.0 31.0
+73.5						

1739

Fd 70/12 24

L Line
Nye.

Sta.	Grade Elev.	
4+50	15.54	
+73.5		
5	15.42	Natural Grade
+73.5		
5+50	15.54	
+73.5		
6	15.92	
+73.5		
6+50	16.54	
+73.5		
7	17.416	
+73.5 E.C.		
7+50	18.426	

See Note Page 23.

-15.9 33.9	15.4 10.	15.7	-15.4 10.	-15.0 32.5
-15.5 33.7	-15.8 10.	-15.7	-16.0 10.	-15.7 33.6
-15.2 32.8	-15.2 10.	-15.0	-15.0 10.	-15.0 32.5
-14.7 32.0	-14.9 10.	-14.6	-14.8 10.	-14.7 32.0
-14.5 31.8	-14.7 10.	-14.9	-14.7 10.	-14.9 32.4
-14.1 31.2	-14.3 10.	-14.0	-14.7 10.	-14.7 32.0
-13.6 30.4	-14.1 10.	-14.2	-14.3 10.	-14.6 31.9

I. Line

X Sections Wye

Feb 20/12

25

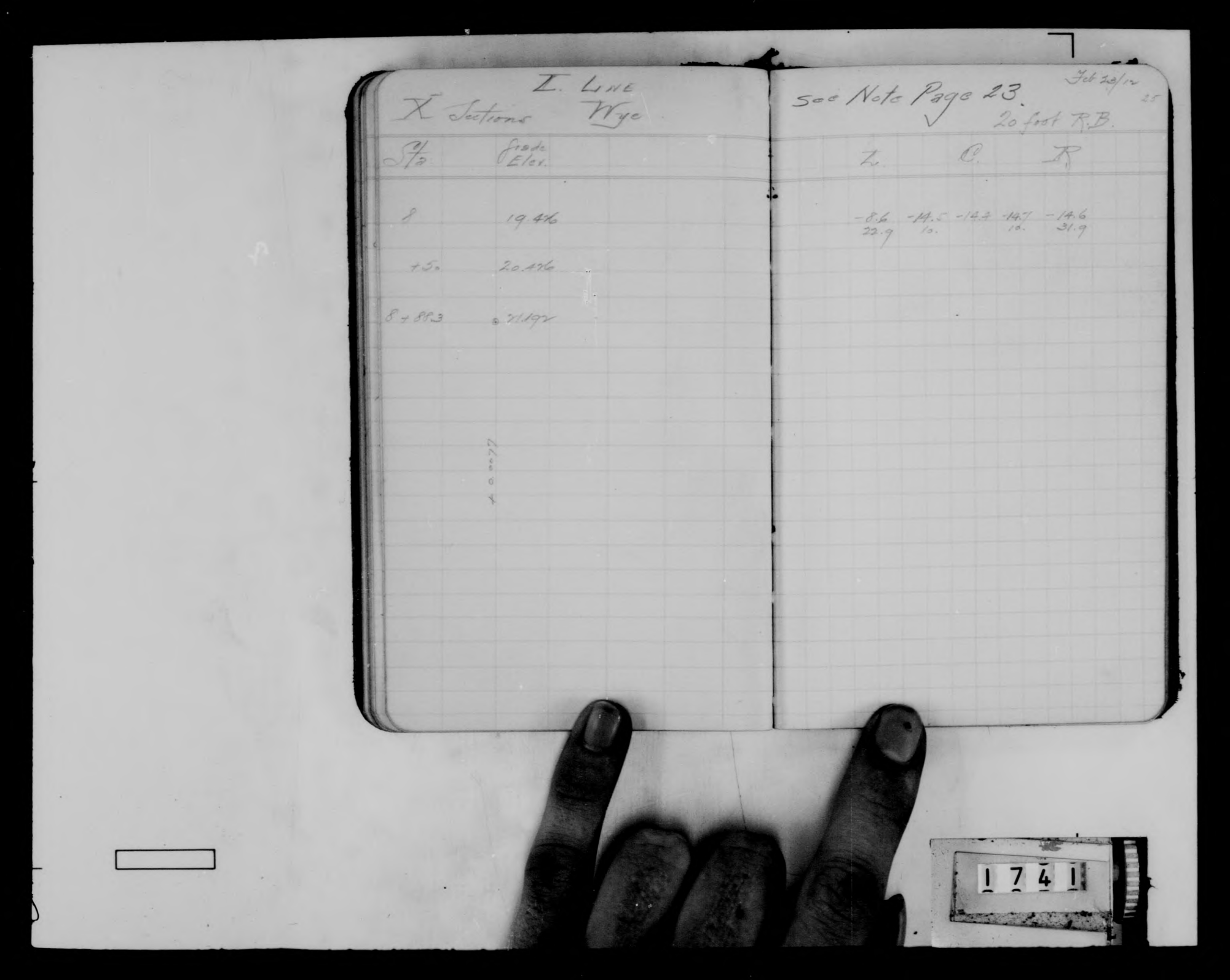
Sta.	Grade Elev.
8	19.476
+50	20.176
8+883	21.192

A 0.0077

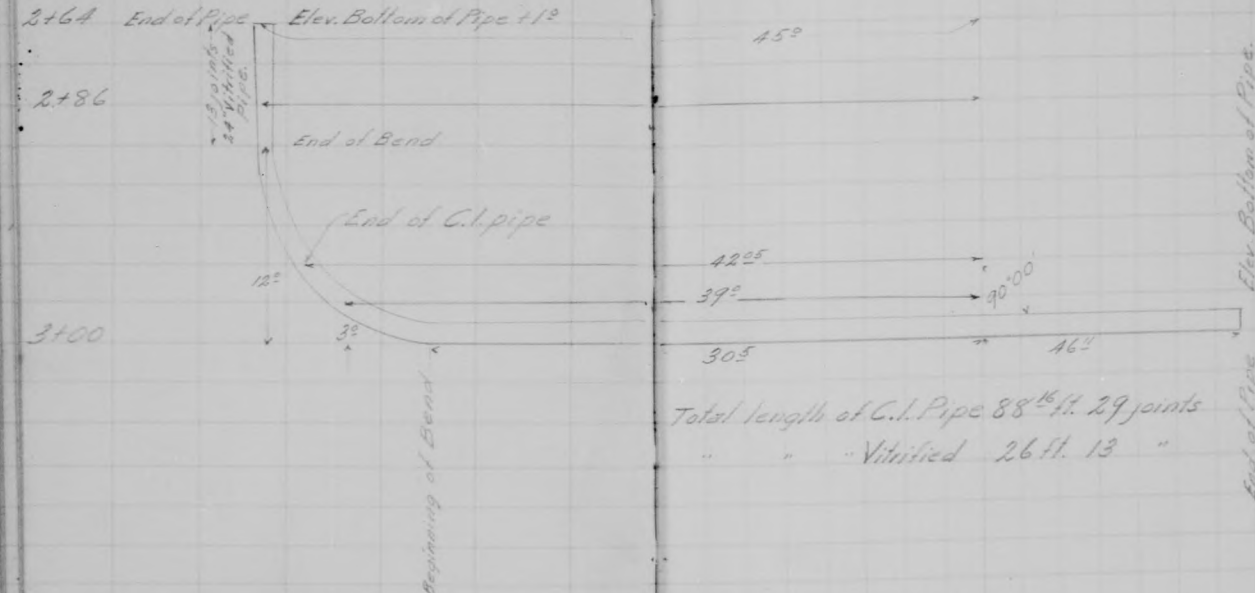
see Note Page 23.

20 foot R.B.

Z.	C.	R
-8.6	-14.5	-14.7 -14.7 -14.6
22.9	10.	10. 31.9



Location of 24" Cast Iron Pipe at L 3+00



Total length of C.I. Pipe 88 16/12 ft. 29 joints
" " " Vitrified 26 ft. 13 "

1742

Location of Locke's Bridge

St 2

1743

"H" Line Cross Sections at Hood.

Field Notes taken by E.P. Griffith, Nov. 14, 1912.

		Lt.		C			Rt.							
708+50	Toe 13.4 75.5	19.4 58	24.3 41	24.5	24.3 26	18.2 89	13.7 56	7.8 60	W.S. 5.0 64	-3.5 70	-6.4 90	-13.7 100		
+14				24.4	24.2 23	18.2 87	13.5 41.3	8.9 52	5.2 57	W.S. Nov. 14, 1912				
708+00		Toe 13.5 78	24.0 41	24.5	24.4 23	17.2 38	11.9 36	6.9 42	5.0 46	4.1 50	2.0 60	-0.7 70	-5.9 80	-9.2 90	-11.5 100
+65				24.5	24.3 24.7	22.4 30.6	13.6 42	12.9 47	8.5 50	6.5 56	5.2 57	W.S. Nov. 14, 1912.			
+50		Toe 13.5 71	23.7 42	24.5	23.6 20	17.0 38	14.5 41.5	11.1 50	8.9 51.5	6.4 60	W.S. 5.2 63	3.2 65	-2.6 70	-6.5 80	-9.2 90	-11.0 100
+15				24.6	24.5 16.2	23.4 18.6	18.9 44.5	13.6 46.2	11.5 53.5	7.9 61.6	5.2 62	W.S. Nov. 14, 1912.			
707+00		Toe 13.7 65	24.1 40.3	24.5	24.2 18	22.9 20	20.8 40	12.8 42	10.9 47	7.2 50	6.4 55	W.S. 5.2 55.2	3.4 60	-0.6 70	-1.9 80	-6.5 90	-10.4 100
+50	L Road X ing	21.2 65	23.3 48.6	24.2	24.4 20	19.5 31	18.6 40	8.9 43	5.9 53	W.S. 5.0 55	3.4 60	0.3 70	-0.9 80	-4.6 90	-8.0 100	
706+00	Toe 14.6 50	19.7 32	24.2 18	24.1	24.0 25.6	18.4 39	13.2 42	6.4 54	W.S. 5.0 58	4.5 60	3.0 65	-0.2 70	-1.6 80	-4.5 90	-7.9 100	
+50		Toe 13.2 52	20.0 34	23.9	24.0 14	23.2 26	18.0 50	10.2 57	5.4 61	W.S. 5.2 64	2.4 70	-0.6 80	-3.5 90	-7.0 100		
705+00		Toe 13.9 48	23.0 19	23.5	22.8 26.5	16.8 58	7.4 60	5.4 67	W.S. 5.2 70	3.8 75	0.5 80	-3.5 90	-7.2 100			
704+82				23.0	22.5 26.5	16.2 58	14.9 70	12.4 74	5.2 76	W.S. Nov. 14, 1912.						

H Line X Sections at Hood City Waterfront.

Mar. 22/17 43

* X Sections taken from Terminal Tangent produced South.

Sta

L C R

710
12.8 24.0 24.6 24.6 24.3 18.3
67. 47. 40. 23. 36.

5R
13.4 6.0 -2.7 -8.7 -12.0 -14.7 -15.7 -23.7 -22.3
55. 59. 70. 80. 90. 100. 110. 130. 150.

709+50
17.7 23.6 24.1 24.6 24.3 16.9
69. 47. 40. 26. 40.

5R
10.8 6.0 0.0 -6.4 -8.8 -10.0 -13.7 -16.0 -20.6 -21.1
50. 54. 60. 70. 80. 90. 100. 110. 130. 150.

709
12.7 23.6 24.6 24.3 16.4
69. 45. 26. 45.

5R
14.1 11.3 +6.0 -6.1 -8.4 -9.6 -12.8 -17.8 -20.6 -20.7
53. 55 59. 70. 80. 90. 100. 110. 130. 150.

708
13.3 24.1 24.6 24.2 13.9
75. 41. 25. 41.

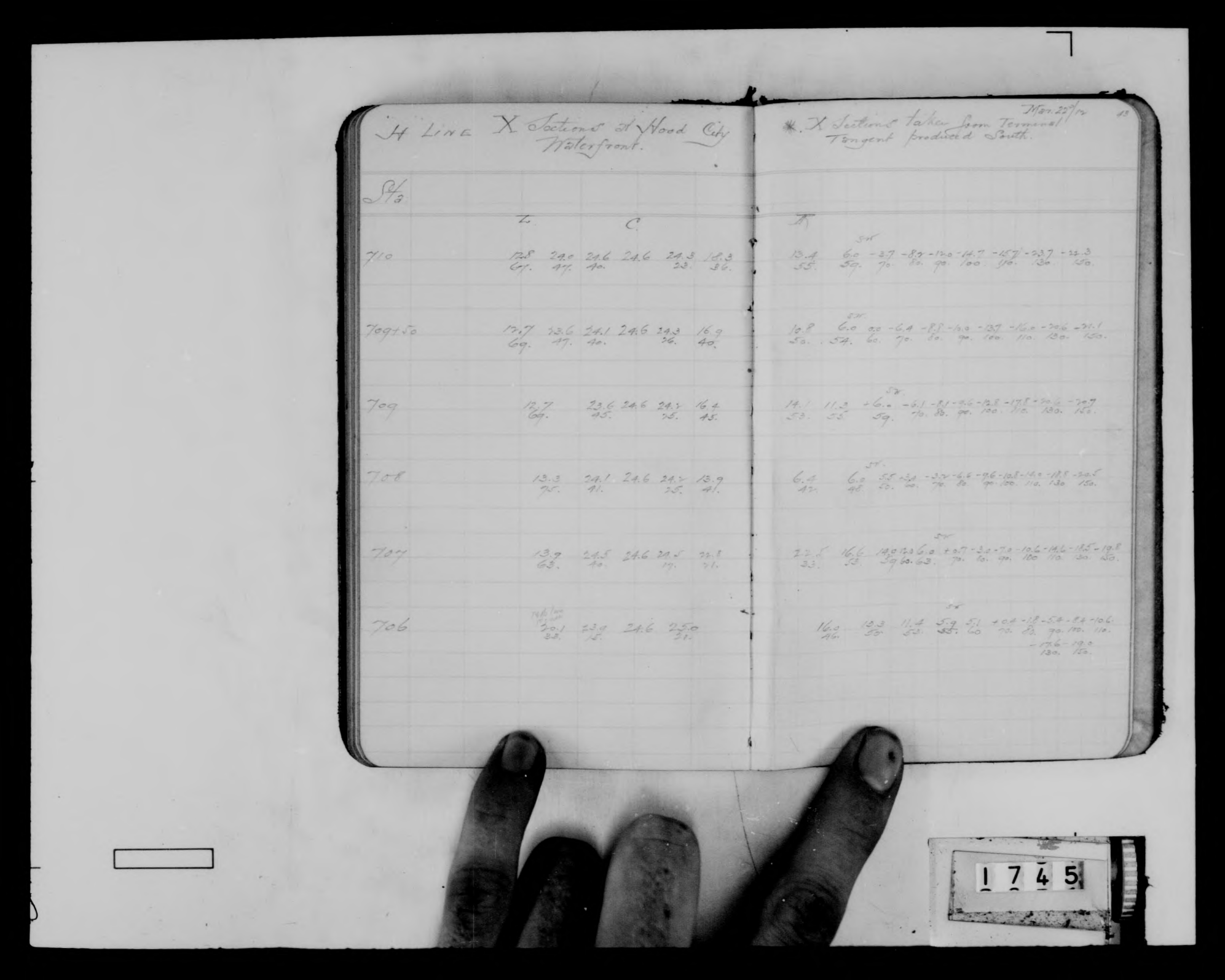
5R
6.4 6.0 5.5 +2.4 -3.2 -6.6 -9.6 -10.8 -14.0 -18.8 -20.5
42. 48 50. 60. 70. 80. 90. 100. 110. 130. 150.

707
13.9 24.5 24.6 24.5 22.8
63. 40. 17. 21.

5R
22.5 16.6 14.0 12.3 6.0 +0.7 -3.0 -7.0 -10.4 -14.4 -18.5 -19.8
33. 53. 59 60. 63. 70. 80. 90. 100 110. 130. 150.

706
Halfway
20.1 23.9 24.6 25.0
83. 25. 21.

5R
16.0 12.3 11.4 5.7 5.1 +0.4 -1.8 -5.4 -8.4 -10.6.
49. 59 62. 65. 60 70. 80. 90. 100. 110.
-17.6 -19.0
130. 150.



X Sections at Hood City.

H Line Waterfront.

Sections taken from Term. Ton: prod: South.

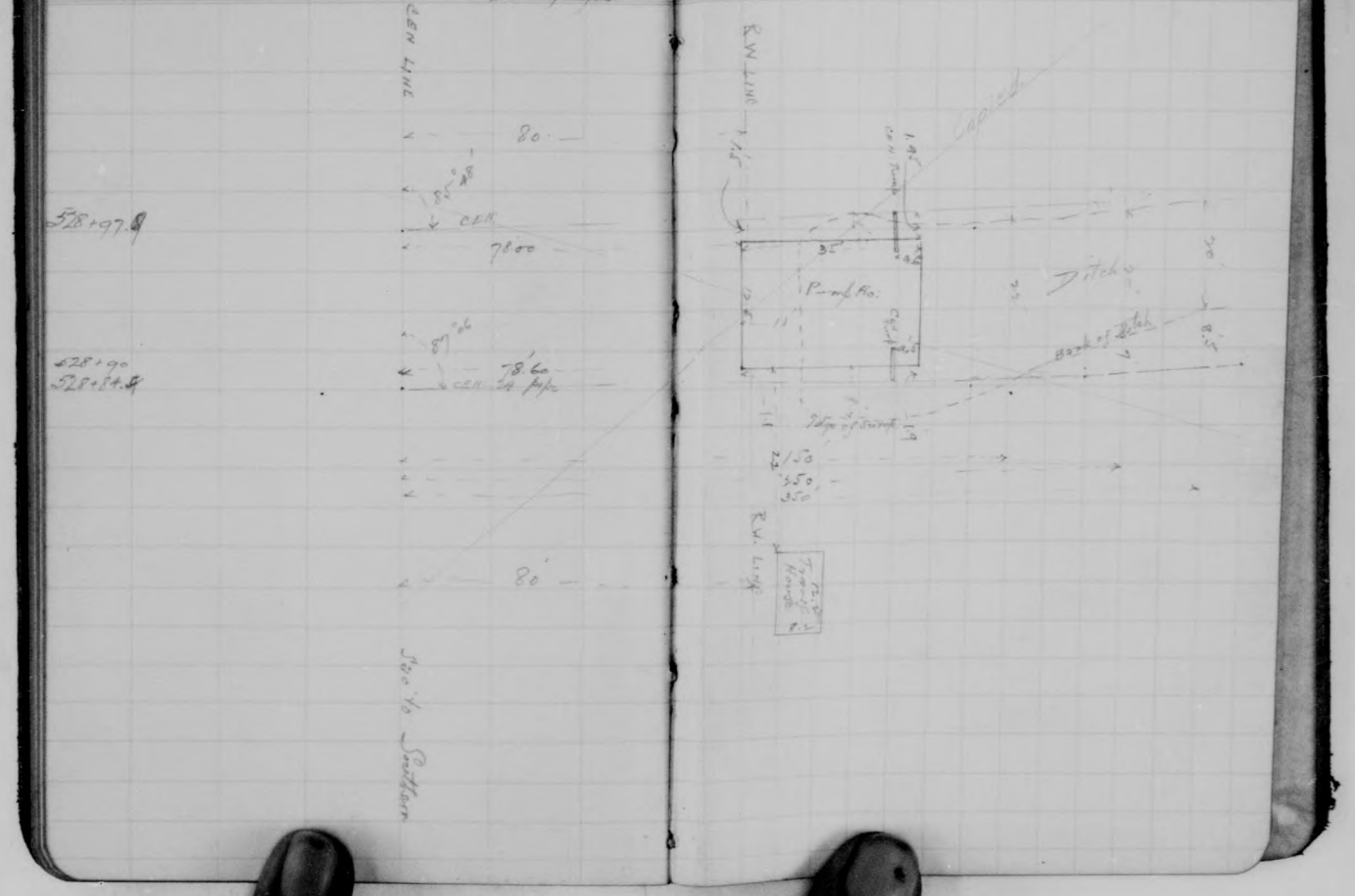
Nov. 22/17 10

Sta															
		Z.		C.			K.								
714+60	Poty. LINE Church		24.0 50.		24.6	25.0 40.	SK. 17.7 56.	14.4 58.	10.3 70	9.8 +7	5.9 +2.7 75.	0.0 80.	-8.5 90.	-13.5 100.	-18.5 110.	-23.8 120.
714		12.0 115.	East 24.7 91	24.6 40.	24.2	24.8 36.	21.4 41.	SK. 19.6 50.	11.9 54	10.9 64.	6.0 +2.0 75.	-2.1 80.	-8.8 90	-13.1 100.	-22.5 110.	-21.8 130.	-23.5 150.
713		12.9 86.	23.9 64.	24.6 30.	24.5	24.8 31.	20.9 40.	SK. 19.9 44.	17.9 50.	6.0 53.	+4.8 60.	+2.5 70	-1.0 80.	-8.0 90.	-14.0 100.	-16.0 110.	-23.5 130.	-23.7 150.
712		12.4 82.		24.4 37.	24.6	25.1 27.	17.9 42.	SK. 19.9 14 50. 69	11.4 50.	10.6 54.	6.0 58.	+3.5 65	+1.0 70.	-6.8 80.	-10.0 90.	-13.8 100.	-20.8 110.	-24.8 130.	-23.8 150.
711+50		12.7 78.	24.7 56.	24.7 30.	24.7	23.7 29.	SK. 18.1 42.	12.8 48.	11.7 55.	8.8 60.	6.0 61.5	-0.7 70.	-7.8 80.	-11.7 90.	-14.5 100.	-17.0 110.	-17.3 130.	-23.0 150.	
711.		11.8 +79.		24.8 55.	24.6	24.6 76.	SK. 17.9 24 58.	3.9	7.7 60.	6.0 63.	-3.7 70.	-7.2 80.	-10.7 90.	-15.3 100.	-16.9 110.	-22.0 130.	-23.7 150.		
710+50		12.5 74.		24.4 53.	24.6	24.4 23.	SK. 18.9 23.	15.9 45.	12.3 47.	10.3 55.	6.0 60.	-3.7 70	-8.3 80.	-12.2 90	-15.2 100.	-18.3 110.	-23.7 120.	-23.0 150.	

Recl. Dist.
#744 Pump House
Topography

Notes copied into Transit Book #7, page 70
BVM 8/22/16

Feb 29/16 AS



1747

1748